

## WASHINGTON

## RONALD REAGAN WASHINGTON NATL

(DCA) 3 S UTC-5(-4DT) N38°51.13' W77°02.26'

WASHINGTON

15 B S2 FUEL JET A LRA Class I, ARFF Index C NOTAM FILE DCA

COPTER

RWY 01-19: H6869X150 (ASPH-GRVD) S-110, D-200, 2D-360

H-10H, 12I, L-29E, 34F, 36I, A

PCN 57 F/B/X/T HIRL CL

IAP, AD

RWY 01: ALSF2. TDZL. Twr.

RWY 19: MALSF. VASI(V12)—GA 3.0°TCH 50'. Rgt tfc.

RWY 15-33: H5204X150 (ASPH-GRVD) S-110, D-200,

2D-360 PCN 57 F/B/X/T HIRL

RWY 15: REIL. PAPI(P4L)—GA 3.0° TCH 46'. Fence. Rgt tfc.

RWY 33: REIL. VASI(V4L)—GA 3.0°TCH 53'. Trees.

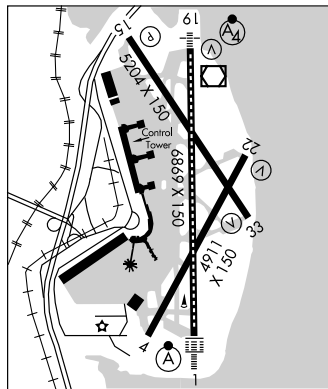
RWY 04-22: H4911X150 (ASPH-GRVD) S-110, D-200,

2D-360 PCN 57 F/B/X/T MIRL

RWY 04: REIL. Pole.

RWY 22: REIL. VASI(V4L)—GA 3.0°TCH 53'. Ground. Rgt tfc.

**AIRPORT REMARKS:** Attended continuously. Rwy 22 CLOSED exc for taxi indef. Rwy 04 CLOSED exc for txf and taxi indef. Be advised some aircrews mistake Rwy 15 for Rwy 19. Left-hand turn-offs from Rwy 33 to Twy K prohibited. Hold block for Rwy 04 closed for acft parking 0200-1330Z. Flocks of birds on and invof arpt, frequent seagull and geese and duck populations airborne over adjacent river areas. When South apchs are in progress high ints lgts will be flashing on Key, Roosevelt, Memorial, and George Mason Bridges to assist pilots in remaining over Potomac River. Lgts controlled by twr. Three obstruction lgtd poles on apch to Rwy 04 15' high, 600' left-600' right, 900' from AER. Lighting from vehicle parking lot located 1000 ft SW of Rwy 01 could give false indications of being part of Rwy 01 apch lighting system during periods of reduced visibility and low ceilings. Rwy 04 REIL OTS indef. Rwy 22 REIL OTS indef. Rwy 22 VASI OTS indef. ASDE-X surveillance system in use. Pilots should operate transponders with Mode C on all twys and rwys. Rwy 19X exists to support the DCA LDA associated with the ILS. Twy P ends at Gate #5. Acft arriving/departing the general aviation parking area are prohibited from taxiing between air carrier pushback ops and the gates. Training flights that include multiple apchs and/or touch and go ops rqr prior permission from the arpt manager. Ldg fees. NOTE: See Special Notices —District of Columbia Ronald Reagan Washington National Airport. Noise Abatement and Prohibited Area (P-56) Avoidance Procedures and Continuous Power Facilities.

**WEATHER DATA SOURCES:** ASOS (703) 412-8140. LLWAS. TDWR.**COMMUNICATIONS:** D-ATIS 132.65 (703-419-3917) UNICOM 122.95

Ⓡ POTOMAC APP CON 118.3 (EAST) 124.7 (WEST)

WASHINGTON TOWER 119.1 (134.35 Helicopters) GND CON 121.7 CLNC DEL/PRE TAXI CLNC 128.25

Ⓡ POTOMAC DEP CON 121.05 (WEST 10,000' up to FL 230) 118.95 (WEST 9500' and blo) 125.65 (EAST 9500' and blo) 126.55 (EAST 10,000' up to FL 190)

**AIRSPACE:** CLASS B See VFR Terminal Area Chart.**RADIO AIDS TO NAVIGATION:** NOTAM FILE DCA.

WASHINGTON (L) VORW/DME 111.0 DCA Chan 47 N38°51.57' W77°02.19' at fld. 9/09W.

GEORGETOWN NDB (MHW) 323 GTN N38°55.79' W77°07.45' 148° 6.2 NM to fld. Unmonitored.

OXONN NDB (MHW/LOM) 332 DC N38°45.96' W77°01.60' 005° 5.2 NM to fld. Unmonitored.

ILS/DME 109.9 I-DCA Chan 36 Rwy 01. Class IIE. LOM OXONN NDB.

DME unusable byd 14 NM blo 1600'.

LDA/DME 109.9 I-ASO Chan 36 Rwy 19. GS not authorized blo 1100'. DME unusable byd 25° right of course. LOC unusable byd 25° right of course.

LDA/DME 108.5 I-VWH Chan 22 Rwy 19. LOC only. LOC unusable byd 25° left and right of course.

**COMM/NAV/WEATHER REMARKS:** Local flow traffic management—turbo jet arrivals Ronald Reagan Washington National Tower in conjunction with the Washington ARTCC, has implemented a metering plan designed to minimize low altitude holding, reduce radar vectors and speeds requiring the extension of flaps and to provide for an orderly flow of traffic to the final approach course. Dependent upon the airport acceptance rate, in-trail spacing between successive arrivals may necessitate using speed adjustments prior to reaching the Washington Terminal Area. Descent, under most conditions, will be from arrival fixes established 30 to 36 miles from the runway end. Advance notice as to where to expect descent and when to expect base leg should be given. It is imperative that pilots control their descent at a uniform rate to preclude intermediate altitude restrictions. (Procedures are based on a near idle thrust, 300 feet per mile descent in still air conditions.)